

Route 48

Updated: October 2005

Midvale to Bingham, March 7, 1927.

1953 Description:

From Midvale Jct. on Route 1 via Copperton to north city limits of Bingham.

1963 Description:

This route was reversed and **approved by Legislature.**

From the north city limits of Bingham, via Copperton to Midvale Junction on route 1.

1965 Description:

From the north limits of Bingham, via Copperton to Midvale Junction on route 271.

Approved by 1965 Legislature:

**(A) Scanned)

1965 Description:

From the north limits of Bingham via Copperton to north Holden Street in Midvale thence, north via North Holden Street and 700 West to 7200 South Street; thence, east to SR-271. 4/19/65 North Holden east via Center Street to SR-271 transferred to county jurisdiction.

1967 Legislature:

*(B) *(C)

1975 Legislature:

From the old Corporate limits of Bingham northeasterly 1.25 miles abandoned as a part of SR-48, August 24, 1973.

1975 Description:

From a point 1.8 miles west of the Post Office in Copperton easterly to North Holden Street in Midvale; thence north via North Holden Street and 700 West Street to 7200 South Street; thence east to SR-89.

1983 Legislature: Description remains the same.

1985 Legislature: Description remains the same.

1986 Legislature: Description remains the same.

1987 Legislature: Description remains the same.

1988 Legislature: Description remains the same.

1990 Legislature: Description remains the same.

1992 Legislature: Description remains the same.

Route 48 Cont.

1993 Legislature: Description remains the same.

1994 Legislature: Description remains the same.

1995 Legislative Description:

From a point 1.8 miles west of the post office in Copperton easterly to North Holden Street in Midvale; thence north via North Holden Street and 700 West Street to 7200 South Street; thence east to Route 89.

1996 Legislature: Description remains the same.

1997 Legislature: Description remains the same.

1998 Legislative Description:

From a point 1.8 miles west of the post office in Copperton easterly to North Holden Street in Midvale; then north on North Holden Street and 700 West Street to 7200 South Street; then east to Route 89

1999 Legislature: Description remains the same.

2000 Legislature: Description remains the same.

*(D) 2000 Commission Action (July 28, 2000):

Transferred portion of SR-48 from Redwood Road (SR-68) to Holden Street (7000 South) to West Jordan and Midvale. Added to SR-48 7000 South from Redwood Road (SR-68) to Holden Street (700 West).

2001 Legislative Description:

From the Kennecott gate in Copperton northeasterly to 7800 South then easterly on 7800 South to Route 68 in West Jordan; then beginning again at Route 68 easterly on 7000 South and 7200 South to Route 89.

2002 Legislature: Description remains the same.

2003 Legislature: Description remains the same.

2004 Legislature: Description remains the same.

* Refers to resolution index on the following page.

**Refers to Scanned Computer Resolution index on the following page.

Route 48

COUNTY/VOLUME & RESOLUTION NO.

A. Salt Lake Co. 1/113	B. Salt Lake Co. 2/32	C. Salt Lake Co. 5/4
D. Salt Lake Co. 10/25		

DESCRIPTION OF RESOLUTION CHANGE

- (A). Relocation - From 7800 South to Holden Street, 700 West and 7200 South in Midvale.
- (B). Extension - From present termini near Bingham Town, southerly to Bingham Town north incorporate limits.
- (C). Deletion - Portion from its present termini near Bingham Copper Mine northeasterly a distance of 1.25 miles.
- (D). Deletion/Relocation - Deleted portion of 7200 South from Redwood Road to Holden Street (700 West) and Holden Street (700 West) to 7000 South and transferred them to West Jordan City from Redwood Road to the Jordan River Bridge and the rest to Midvale City. Added 7000 South from Redwood Road to Holden Street (700 West) to SR-48.

RESOLUTION

State Route 48 ¹_{card}

WHEREAS, to provide access to Interstate Route 15 in the vicinity of Midvale and

WHEREAS, to maintain continuity in the State System of Highways,

NOW THEREFORE, pursuant to the authority of Section 27-12-27, UCA, 1953, AS AMENDED it is hereby resolved as follows:

1. That State Route 48 from North Holden Street in Midvale easterly via Center Street to State Street, a distance of 1.2 + - mile be deleted from the State System of Highways and add 1.8 + - miles commencing at North Holden Street and Center Street in Midvale north via North Holden Street and 700 West Street to 7200 South Street, thence east to State Street be designated as a part of State Route 48, resulting in an increase of 0.6 + - mile in the State System of Highways.

2. That application be made to the U. S. Department of Commerce, Bureau of Public Roads to relocate that portion of Federal-aid Secondary Route 150, from 700 West Street and Center Street in Midvale north via 700 West Street to a point near Seventh Avenue in Midvale to the relocation of State Route 48.

3. That by this action State Route mileage will increase 0.6 + - miles, Federal-aid Secondary mileage will increase 0.1 + - mile, Midvale City "C" mileage will decrease 0.1 + - mile, and Salt Lake County "B" mileage will decrease 0.2 + - miles.

4. That Exhibit "A" attached herewith illustrating the action taken herewith is hereby incorporated as part of this submission.

Dated this 19th day of April, 1965.

STATE ROAD COMMISSION OF UTAH

Walter S. Hamilton
Chairman

Frank Latta
Commissioner

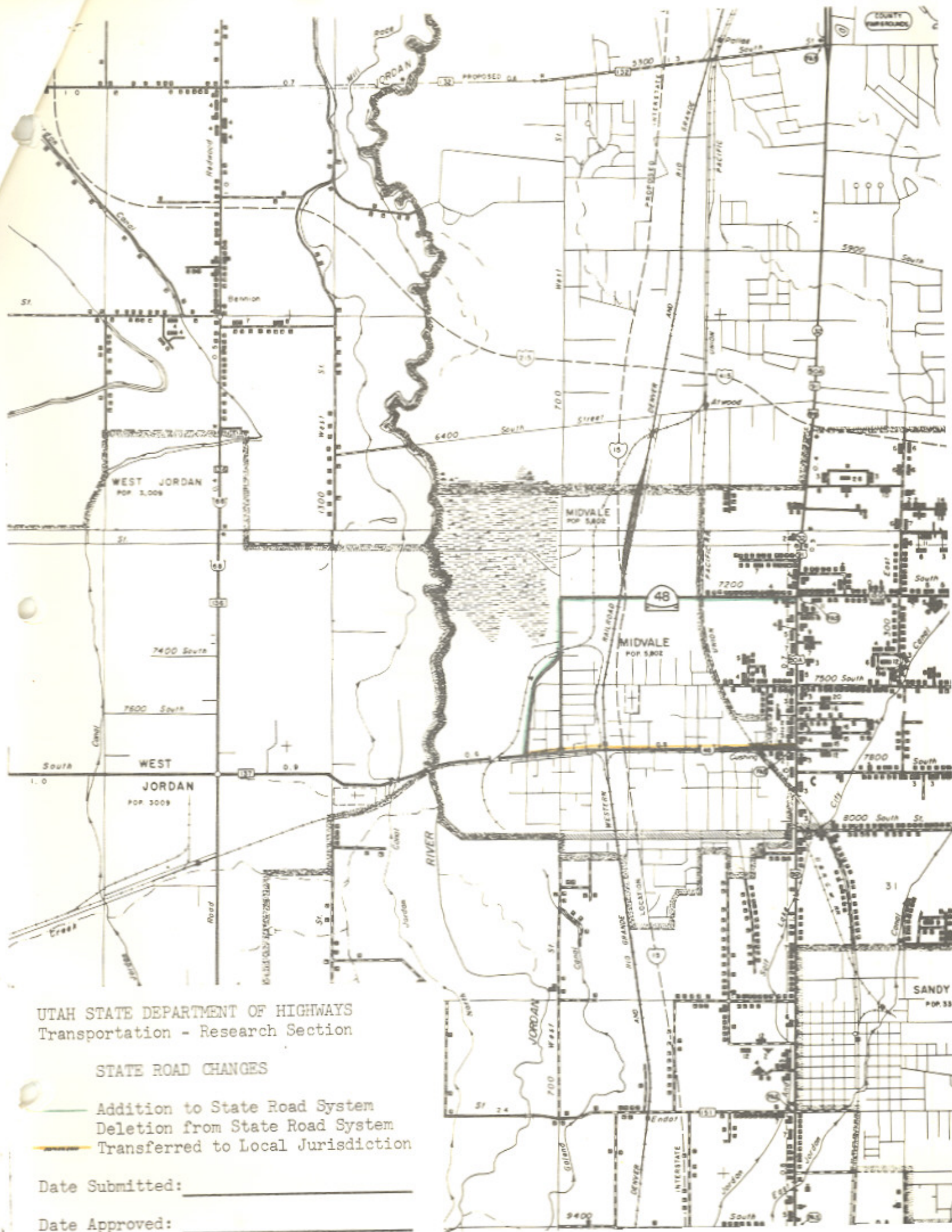
Ellis Strong
Commissioner

Henry A. Church
Commissioner

Amos Ball
Commissioner

ATTEST:

Nellie J. Brassard
Acting Secretary





Salt Lake County

SALT LAKE CITY 11, UTAH

COMMISSIONERS

April 2, 1965

MARVIN G. JENSON, Chairman
Salt Lake County Commission
Department of Health Charity-Welfare
C. W. BRADY, Commissioner
Department of Roads & Bridges
W. G. LARSON, Commissioner
Department of Finance

Utah State Road Commission
State Capitol
Salt Lake City, Utah 84114

Gentlemen:

At its meeting on April 2, 1965, the Board of Commissioners considered the future classification and development of certain highways in Salt Lake County as they relate to the State and Interstate Highway System. The Board respectfully petitions Your Honorable Commission by this letter to approve the following propositions:

1) That 4800 South Street (also called the Murray-Holladay Road) east from 900 East Street in Salt Lake County to Holladay Boulevard and that Holladay Boulevard south from 4800 South to Knudsen's Corner be removed from the State Federal-aid Secondary Road System and reclassified as a County Federal-Aid Secondary highway inasmuch as this road does now largely serve local needs. With the completion of the Interstate Freeway System and the improvement of 4500 South Street, 4800 South Street will continue to serve local needs. The Board believes that the function of Holladay Boulevard together with 2300 East Street should be reviewed when the Interstate Freeways are in operation.

2) That 5300 South west from State Street to Redwood Road at 5400 South be classified onto the State Secondary Road System and removed from the County Secondary System. Because this street interchanges with I-15 and connects between two State highways (US-91 and U-68), it is believed that this street will fill more than local usage, becoming an important collector-feeder road interconnecting the Interstate Freeway System with the State Highway System and should, therefore, be classified to meet the anticipated statewide usage.

3) That in the construction of a "shoo-fly" rail by-pass to be built in connection with the construction of the interchange of I-15 and I-215 that this by-pass be so located and constructed that Salt Lake County and Murray City will be able to rebuild the railroad separation over 6400 South Street which is now very narrow and dangerously aligned in relation to that street. We would appreciate an indication of costs that will need to be borne by Salt Lake

April 2, 1965

County in this "shoo-fly project, if any.

We would appreciate your favorable consideration of the above matters.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

JACOB WEILER, COUNTY CLERK

By 
Deputy Clerk



Salt Lake County

SALT LAKE CITY 11, UTAH

COMMISSIONERS

April 2, 1965

MARVIN G. JENSON, Chairman
Salt Lake County Commission
Department of Health Charity-Welfare
C. W. BRADY, Commissioner
Department of Roads & Bridges
W. G. LARSON, Commissioner
Department of Finance

Utah State Road Commission
State Capitol
Salt Lake City, Utah 84114

Gentlemen:

It has come to our attention that Midvale City has petitioned Your Honorable Commission for approval of the following propositions:

- 1) That 7800 South Street (Center Street) in Midvale west from State Street (US-91) to Holden Street in Midvale City be removed from the State Secondary Federal Aid Highway System and added to the Salt Lake County Secondary Federal Aid Highway System.
- 2) That 7200 South Street west from State Street (US-91) to Sixth West (Midvale City's Main Street) and thence southerly to 7800 South Street (Midvale City's Center Street) be added to the State Secondary Federal Aid Highway System and removed from County Secondary Federal Aid Highway System.

This letter is to acknowledge to Your Honorable Commission that Salt Lake County concurs in and supports these petitions for the following reasons:

- 1) In the case of 7800 South Street (Midvale's Center Street), it is believed that with the completion of the Interstate Freeway System and interchanges at 7200 South and at 9000 South that 7800 South will serve largely County and local needs, but will be of such usage that it should remain as a County Secondary Aid road.
- 2) In the case of 7200 South Street (Sugar Street), it is believed that with this street interchanging with Interstate 15 (Valley Central Freeway) and connecting between

April 2, 1965

two State routes (US-91 and U-68) that it will serve as a collector-feeder street and inter-connecting the interstate and state highways and will, therefore, assume greater than local usage and should be acknowledged for its statewide function.

We would appreciate your favorable consideration of these propositions.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

JACOB WEILER, COUNTY CLERK

By  Deputy Clerk

Midvale City Corporation

• MIDVALE, UTAH

State of Utah,
Department of Highways
State Office Building
Salt Lake City, Utah

March 24, 1965

Dear Sirs:

I am writing to you pursuant to my meeting with you and members of your staff this morning relative to the matter of redesignating State Highway #48 through Midvale City, and assumption of maintenance of certain Streets in lieu thereof by Midvale City for study by members of your Commission.

First, may I express my sincere appreciation of myself and members of the Council for the fine spirit of cooperation we have enjoyed with from the start of the 'Freeway' project through Midvale City.

I consulted with the members of my City Council and they went on record as fully sustaining the proposal, namely: That State Highway #48 be changed to follow Sugar Street (7200 South Street) West from State Street to North Main Street, thence South and Southwesterly along North Main and North Holden Streets to converge at West Center and North Holden Streets and West to the Jordan River and our City limits, said West Center at this point to continue on the old #48 Highway.

Midvale City is to take over all of Center Street East from the convergence of the proposed #48 at North Holden and continue to State Street. Also, Midvale shall assume responsibility for all of the frontage roads upon their completion and for Center Street upon the completion of the proposed new #48 on Sugar Street, Etc.

However, we question our responsibility for the maintenance of the drainage pumps at the two underpasses, E. Center and Wasatch Streets.

SAKAMON 30 1965

Very respectfully yours,

MIDVALE CITY CORPORATION,

By

Henry Beckstead
Henry Beckstead Mayor



Salt Lake County

SALT LAKE CITY 11, UTAH

COMMISSIONERS

April 5, 1965

MARVIN G. JENSON, Chairman
Salt Lake County Commission
Department of Health Charity-Welfare
C. W. BRADY, Commissioner
Department of Roads & Bridges
W. G. LARSON, Commissioner
Department of Finance

Utah State Road Commission
State Capitol
Salt Lake City, Utah 84114

Gentlemen:

At its meeting on April 5, 1965, the Board of Commissioners considered the future classification and usage of 9000 South Street in Salt Lake County as it relates to the State and Interstate Highway System.

The Board respectfully petitions Your Honorable Commission by this letter to approve the following proposition:

That 9000 South Street west from US-91 (State Street) to U-68 (Redwood Road) be classified onto the State Secondary Federal Aid Highway System and removed from the County Secondary System. Because this street interchanges with I-15 (Valley Central Freeway) and connects between two State highways (US-91 and U-68), it is believed that this street will fill more than local usage, becoming an important collector-feeder road interconnecting the Interstate Freeway System with the State Highway System and should, therefore, be classified to meet the anticipated statewide usage.

We would appreciate your favorable consideration of the above matter.

Very truly yours,

BOARD OF COUNTY COMMISSIONERS

JACOB WEILER, COUNTY CLERK

By 
Deputy Clerk

R E S O L U T I O N

State Route 48 18-48-1

WHEREAS, the incorporate limits of Bingham City have been relocated to encompass a much smaller land area and,

WHEREAS, the present statutory description for State Route 48 indicates that its termini is the north incorporate limits of Bingham and,

WHEREAS, to comply with the statutory description of State Route 48, the relocation of Bingham City will necessitate the extension of State Route 48 and,

WHEREAS, to maintain continuity in the State System of Highways.

NOW THEREFORE, pursuant to the Authority of Sec. 27-12-27, UCA, 1953, as amended is hereby resolved as follows:

1. That State Route 48 be extended from its present termini near Bingham City, southerly to Bingham City north incorporate limits, a distance of 0.3 + - mile.
2. That by this action Bingham City "C" mileage will decrease 0.3 + - mile, and State Highway System mileage will increase 0.3 + - mile.
3. That the map attached illustrating the action taken herewith is hereby incorporated as a part of this submission.

Dated this 29th day of March, 1968.

STATE ROAD COMMISSION OF UTAH

Austin E. Hamilton

Chairman

Clyde A. Church

Commissioner

RESOLUTION
State Route 48
Page 2

Ross H. Hunt

Commissioner

Thomas D. Smith

Commissioner

Commissioner

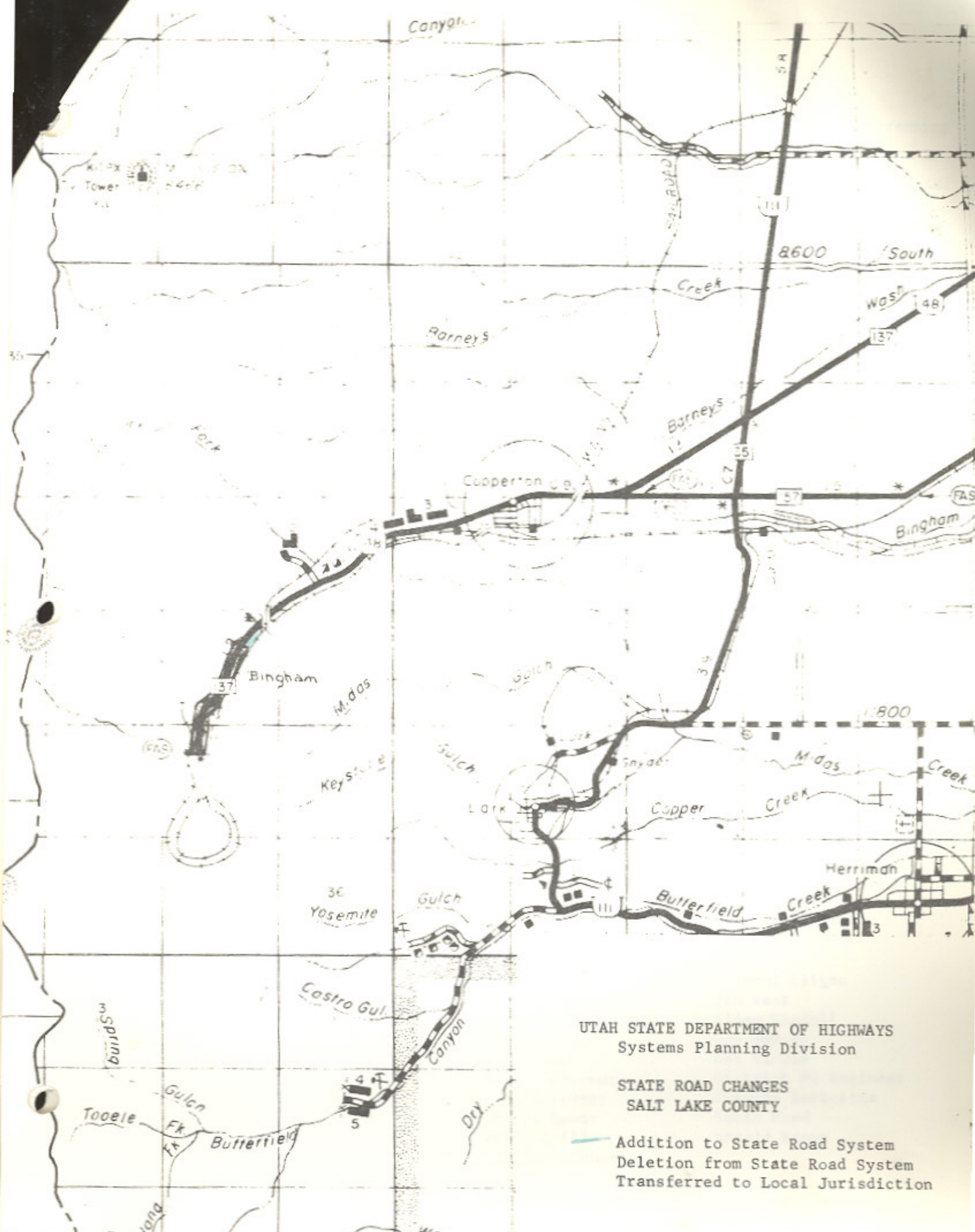
ATTEST

Ronald A. Zuenley
Secretary

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
SALT LAKE COUNTY

Addition to State Road System
Deletion from State Road System



UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGES
SALT LAKE COUNTY

- Addition to State Road System
- Deletion from State Road System
- Transferred to Local Jurisdiction

UTAH STATE DEPARTMENT OF HIGHWAYS

cc: Howard B. Leatham
Engineer for Planning & Programming

Same Letter Sent To:
Daniel Watt, Bureau of Public Roads
LaMont B. Gunderson, Director
H. O. Barrett, Permit Supervision

April 2, 1968

Mr. Oscar Hanson Jr., Chairman
Salt Lake County Commission
City & County Building
Salt Lake City, Utah 84111

Dear Mr. Hanson:

Subject: Extension of State Route 48 in Salt Lake County

Effective March 29, 1968, the State Road Commission adopted a resolution extending State Route 48 from the present terminus near Bingham City, southerly to the Bingham City north incorporate limits, a distance of 0.3 + - mile.

By this action Bingham City "C" mileage is decreased 0.3 + - mile.

Attached is a copy of the resolution and a location map.

Very truly yours,

B. Dale Burningham
Planning Statistics Supervisor

Resolution and location map sent to:

W. L. Anderson
Ralph Murdock
Dean R. Steed
Porter M. Gooch
James Booth
Robert Walsh
Lillian Witkowski
Garn Henderson
Bruce Fjeldsted
Januel Little

Chauncey Powis
Maurice Richey
Wallace J. Liddle
David Sargent
Eva McEwan
Alex E. Mansour
Keith Rosevear
John W. Homer
Evelyn Crill
Ezra Christensen

E. Paul Gilgen
Jim West
Ellen Wandell
Don Jensen
Ken Riddle
District #2 Engineer
Charles Bertolina
Robin Hood
Harold Brown

FAE
File

Deletion of Highway From State Highway System
Authority Sec. 27-12-28, UCA, 1953, As Amended

137 4
SR-48
SL Co.

RESOLUTION

State Route 48

Federal-aid Secondary Route 137

WHEREAS, it has been requested by the Kennecott Copper Corporation that the westernmost end of State Route 48 located in Bingham Canyon, for a distance of 1.25 miles, be abandoned as a State Highway, and

WHEREAS, Mr. J. Q. Adair, District Engineer, concurs with Kennecott's request as it would be in the best interest of the Utah State Department of Highways, and

WHEREAS, the Salt Lake County Commission adopted a resolution vacating all roads, streets and alleys located in the city of Bingham, which is now disincorporated.

NOW THEREFORE, pursuant to the Authority of Section 27-12-28, UCA, 1953, as amended, it is hereby resolved as follows:

That the portion of State Highway 48 from its present termini near the Bingham Copper Mine northeasterly a distance of 1.25 miles, be an interim abandonment from the State Highway System, subject to approval of the State Legislature,

That application be made to the Federal Highway Administration to delete from the Federal-aid Secondary System of Highways that portion of Federal-aid Secondary Route 137 from its present termini in Bingham Canyon northeasterly coincident with that portion of county road and that portion of State Route 48 that is to be abandoned,

RESOLUTION

State Route 48

Federal-aid Secondary Route 137

Page 2

That by this action State Highway System mileage will decrease 1.25 miles,

That by this action Federal-aid Secondary System mileage will decrease 2.25 miles and Salt Lake County "B" System mileage will decrease 1.0 mile,

That the letter from Kennecott Copper Corporation, the Salt Lake County Commission resolution, and the memorandums from J. Q. Adair, and John W. Homer, Planning and Estimates Engineer, be hereby incorporated as a part of this submission,

That the map attached illustrating the action taken herewith be hereby incorporated as a part of this submission.

Dated this 24th day of August, 1973.

STATE ROAD COMMISSION OF UTAH

Charles H. Church
Chairman

B. L. Fain Cox
Vice-Chairman

Commissioner

ATTEST:

Louise A. Fennley
Secretary

William H. Blanton
Commissioner

Ross H. Burr
Commissioner

STATE OF UTAH

FEDERAL-AID SECONDARY SYSTEM

Proposed Revision Federal-aid Secondary Route No. 137

Approved September 10, 1973 Submitted August 31, 1973

Route Designation		Brief Description of Route and Termini	County	Mileage On State Highway System	Mileage On Local System	Total Length
F.A.S. Route No.	State or Local Route No.					
137	SR-48	From the end of State Route 48 west of Copperton easterly via Copperton and West Jordan to Federal-aid Primary Route 32 at Midvale Junction. Approved: 6-14-46 Revised: 6-17-53	Salt Lake	13.3		13.3

Note: The revision of this route decreases the total length from 15.6 miles to 13.3 miles, a total decrease of 2.3 miles.

Kennecott Copper Corporation

Utah Copper Division

TELEPHONE 322-1533
AREA CODE 801



P. O. BOX 11299
SALT LAKE CITY, UTAH 84111

DISTRICT 2 FILE COPY

June 28, 1973

Mr. J. Quintin Adair, P.E.
District Engineer
District No. 2
Utah State Department of Highways
2410 West 2100 South
Salt Lake City, UT 84119

Dear Mr. Adair:

Subject: Abandonment of 1.25 miles of State Road 48
in Bingham Canyon

On March 12, 1973 Kennecott Copper Corporation requested your permission to relocate its guard station in Bingham Canyon approximately one mile down canyon from its present site. On March 28, 1973, you informed this office that the Utah State Department of Highways could not concur in this request but that the Department would abandon the portion of State Road 48 from the present end state maintenance sign to the location which Kennecott sought for its guard station relocation on condition that Kennecott become responsible for maintenance of the abandoned roadway.


Kennecott Copper Corporation herewith requests the Utah State Department of Highways to abandon the westernmost 1.25 miles of State Road 48 located in Bingham Canyon; Kennecott acknowledges that it will hereafter be required to maintain this portion of the highway. Abandonment of the 1.25 miles will be in the best interest of the Utah State Department of Highways as the Department will no longer be required to expend effort and material in maintaining the roadway in this location including expenditures for snow removal.

Would you please forward this request along with your letter of concurrence to the Utah State Road Commission for its preparation and enactment of the appropriate resolution of abandonment.

Very truly yours,

Kennecott Copper Corporation
Utah Copper Division

By


Its General Manager

BBS/aa

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: July 3, 1973

TO : B. Dale Burningham - Planning Statistics Supervisor

FROM : J. Quintin Adair, P.E., District Engineer - District Two *J. Q. Adair*

SUBJECT: Abandonment of 1.25 miles of State Road 48
in Bingham Canyon

Attached is a copy of letter from Mr. B. B. Smith, General Manager, Kennecott Copper Corporation, requesting the State abandon 1.25 miles of State Road 48 in Bingham Canyon, as indicated in "red" on the attached map.

Please continue with the processing of this abandonment.

Attach.

cc Commissioner Wayne Winters
David L. Greenwood
John Pritchard
Joe Reaveley
Robert Wheadon
District File
Central File

Memorandum

UTAH STATE DEPARTMENT OF HIGHWAYS

DATE: July 25, 1973

TO : L. R. Jester, P.E.
Chief, Systems Planning Division

FROM : J. W. Homer *JWH*
Plans & Estimates Engineer

SUBJECT: Disposition of Right-of-Way, Bingham Canyon
Reference Project 0137 and SP-1676

Research has been made regarding the manner in which the right-of-way was acquired for that portion of the old highway referred to in your letter of July 10, 1973.

Nothing in right-of-way files, Central Files, or county records shows the specific portion in Sections 13 or 14. We have located a Dedication Plat signed by D. C. Jackling, Utah Copper Company, in May, 1926, but this plat ends at the easterly end of the section of road to be abandoned. From the State Road Commission minutes, 1925 through 1927, several references are made to the improving and paving of the subject road which indicate that Salt Lake County had jurisdiction of the road prior to 1926.

Improvement of the road under SP-1676 in 1960 stopped short of the section to be abandoned and covers about the same area as the old 1926 dedication.

Since Kennecott has now acquired the old town of Bingham, it can be assumed that as the adjacent owner of both sides, they are within their statutory right to petition for abandonment providing the road is not required to serve the public at a point beyond the area involved.

RECEIVED
JUL 26 1973
56
11-20-1516

R E S O L U T I O N

BE IT KNOWN AND REMEMBERED:

That the Board of County Commissioners of the County of Salt Lake, State of Utah, does hereby determine that the general interests of the County and the residents thereof will be best served by vacating the roads, streets, alleys and walkways located in the City of Bingham, which is now disincorporated. That Kennecott Copper Corporation, as the petitioner on this request, is the sole owner of all of the property abutting said roads, streets, alleys and walkways, and has consented to the vacation and it will be to the benefit of the County to be relieved of any obligation it may have, to keep and maintain said roads, streets and alleys under the County program.

That there is no legal description of the roads, streets, alleys and walkways, but all of said right of ways are west of State Highway No. 48.

NOW, THEREFORE, BE IT RESOLVED that all those streets, roads, alleys and walkways within the confines of the City of Bingham as situated prior to the disincorporation thereof, should be vacated and the

which is now disincorporated. That Kennecott Copper Corporation, as the petitioner on this request, is the sole owner of all of the property abutting said roads, streets, alleys and walkways, and has consented to the vacation and it will be to the benefit of the County to be relieved of any obligation it may have, to keep and maintain said roads, streets and alleys under the County program.

That there is no legal description of the roads, streets, alleys and walkways, but all of said right of ways are west of State Highway No. 48.

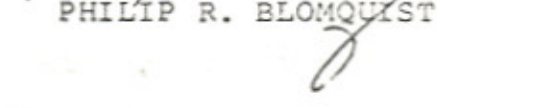
NOW, THEREFORE, BE IT RESOLVED that all those streets, roads, alleys and walkways within the confines of the City of Bingham as situated prior to the disincorporation thereof, should be vacated and the property contained therein to revert to the abutting property owner on each side of the road to the center thereof, subject to the rights of any other persons in the properties. That the Chairman of the Board of County Commissioners is hereby authorized to execute the ordinance prepared therefor.

Done in Salt Lake City, Utah, this 11th day of ^{October}~~November~~, 1972

BOARD OF COUNTY COMMISSIONERS
OF SALT LAKE COUNTY

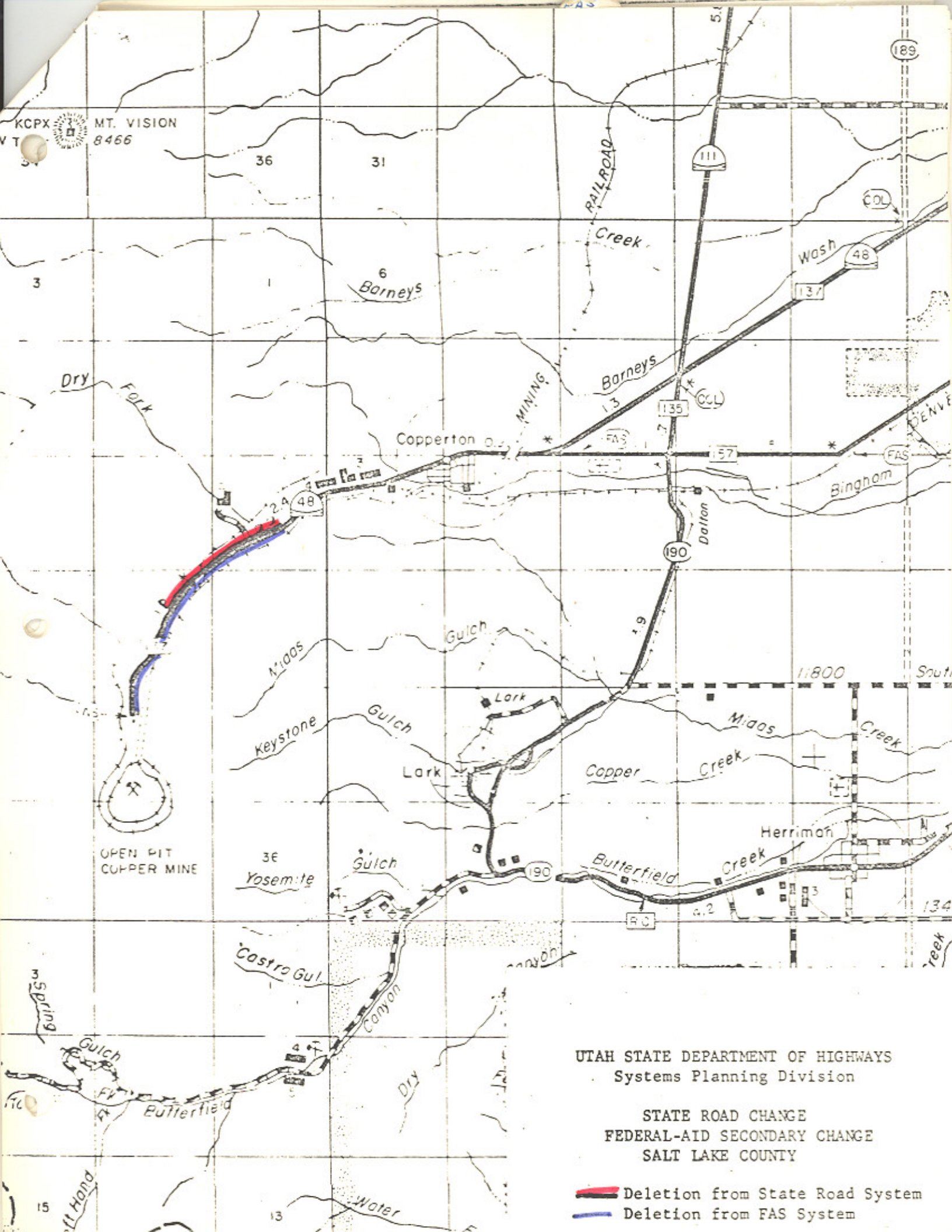

WILLIAM E. DUNN, Chairman


PHILIP R. BLOMQUIST


RALPH Y. MCCLURE

ATTEST:


County Clerk



KCPX
VT
MT. VISION
8466

189

36

31

3

6
Barneys

RAILROAD

Creek

Wash

COL

137

48

MINING

Barneys

Copperton

135

COL

157

Bingham

DENVER

Dry Fork

M1005

Gulch

Keystone

Gulch

Lark

Copper

Creek

11800

South

Midas

Creek

Herriman

Creek

Butterfield

Costro Gul

Gulch

Canyon

Dry

Butterfield

Spring

Gulch

Butterfield



15

13

Water

UTAH STATE DEPARTMENT OF HIGHWAYS
Systems Planning Division

STATE ROAD CHANGE
FEDERAL-AID SECONDARY CHANGE
SALT LAKE COUNTY

 Deletion from State Road System
 Deletion from FAS System

UTAH STATE DEPARTMENT OF HIGHWAYS

bc: Howard B. Leatham, Engineer for Planning & Programming

Same Letter sent to: Mr. Basil McGlochlin, Salt Lake County
Mr. B. B. Smith, Kennecott Copper Corporation

Information sent to: J. Quintin Adair, District #2 Engineer

Jerry Fenn	Clarence Stephens	Ellen Wandell	Charles Bertolina
Ralph Murdock	Evelyn Crill	Harold Brown	Jim West
Dean Steed	Wallace Liddle	Ray Behling	Don Jensen
Porter M. Gooch	David Sargent	Bonnie Garcia	Clarence Bywater'
Keith Rosevear	David E. Kennison	John W. Homer	Ken Riddle
Robert Walsh	Robin Hood	Chanucey Powis	Winston Neiman
Lillian Witkowski	Ezra Christensen	E. Paul Gilgen'	Robert Weadon
Mary Decker	Bert Kros		

September 19, 1973

Mr. Ralph Y. McClure, Chairman
Salt Lake County Commission
City & County Building
Salt Lake City, Utah 84111

Dear Commissioner McClure:

Subject: Deletion of a Portion of State Route 48 and Federal-aid
Secondary Route 137 in Salt Lake County

Effective August 24, 1973, the State Road Commission adopted a resolution to abandon that portion of State Route 48 from its present terminus near the Bingham Copper Mine northeasterly for a distance of 1.25 miles.

On September 10, 1973, the Federal Highway Administration approved the deletion of 2.7 miles of Federal-aid Secondary Route 137 in Bingham Canyon.

Attached is a copy of the resolution and a location map

Very truly yours,

L. R. Jester, P.E.
Chief Systems Planning Div.

Attachment

BDB:WDMears:RDent:bt

RESOLUTION

Transfer of Portion SR-48 to
West Jordan City, and Midvale City
Addition of Portion 7000 South and 7200 South
as Portion of SR-48
Salt Lake County

WHEREAS, Sections 72-4-102, of the Utah Code Annotated 1953, as amended, authorize the Transportation Commission to approve additions to or deletions from the state highway system between general sessions of the state Legislature; and

WHEREAS, the duly appointed officials of West Jordan City and Midvale City have entered into an agreement dated August 7, 1997, between the aforementioned, entities and the Department of Transportation stipulating concurrence as to the transfers of roadway defined herein, and

WHEREAS, the Region Two Director having signed the stated agreement entered into on the 7th of August 1997, concurs this exchange defined herein would be beneficial to all parties concerned, and

WHEREAS, the Program Development Division, concurring with the recommendation of the Region Two Director, advocate the transfer of maintenance operation of a portion of SR-48 to West Jordan and Midvale Cities respectively as well as the placement of 7000 and 7200 South in West Jordan and Midvale City, defined herein to the State System of Highways.

NOW THEREFORE, be it resolved as follows:

1. Roadway residing on the portion of current SR-48 traversing easterly on 7800 South from the junction with Redwood Road (SR-68), m.p. 10.16 to the middle of the Jordan River Bridge m.p. 11.10 a distance of $0.94 \pm$ miles be transferred to the jurisdiction of West Jordan City.
2. The aforementioned portion of roadway will remain functionally classified as Urban Minor Arterial and placed on the Federal-aid System as a portion of Route Number 2105.
3. Roadway residing on the portion of current SR-48 traversing easterly on 7800 south and northerly on 700 West (Holden Street), from the middle of the Jordan River Bridge m.p. 11.10 to the junction with 7200 South and 700 West m.p. 12.28 a distance of $1.18 \pm$ miles be transferred to the jurisdiction of Midvale City.
4. The aforementioned portion of roadway will remain functionally classified as Urban Minor Arterial and placed on the Federal-aid System as a portion of Route Number 2105.

Page 2

*Transfer of Portion SR-48 to
West Jordan City, and Midvale City
Addition of Portions 7000 South and 7200 South
as Portion SR-48
Salt Lake County*

5. The portion of roadway currently residing as a portion of Federal-aid Route Number 2104 traversing easterly along the alignment of 7000 South and 7200 South from Redwood Road (SR-68) to 700 West the current junction of SR-48 a distance of 1.58± miles will be placed on the State System of Highways as a portion of SR-48.
6. The afore-mention portion of roadway will remain functionally classified as Urban Minor Arterial and be deleted as a portion of Federal-aid Route Number 2104.
7. By this action SR-48 will now have a temporary terminus at the junction of Redwood Road (SR-68) and 7800 South, then beginning again at the junction of Redwood Road (SR-68) and 7000 South and join the current portion of SR-48 traversing easterly on 7200 South to the junction of State Street (SR-89).
8. These actions will become effective upon passage of this resolution by the Utah Transportation Commission.
9. The accompanying memorandum, Letters, cooperative agreement and Exhibit "A" will be included and become part of this resolution.

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Transfer of Portion SR-48 to
West Jordan City, and Midvale City
Addition of Portions 7000 South and 7200 South
as Portion SR-48
Salt Lake County

Dated on this 28th day of July 2000

UTAH TRANSPORTATION COMMISSION


Chairman

~~Chairman~~
Vice-Chairman

Commissioner
Stephen M. Bodily
Commissioner

Commissioner

Devin K Wilson

Commissioner

San C. Wells
Commissioner

Commissioner

Attest: _____
Secretary


John Cheever

10-25 Portion of
MEMORANDUM

Utah Department of Transportation
-Region 2 -

Date: June 21, 2000

To: John Quick
Engineer for Transportation Planning

From: Tracy Conti, P.E. 
Region Deputy Director

Subject: Resolution to Transfer 7800 S. to Midvale & West Jordan

Would you please prepare a resolution for Commission action to transfer the following roads:

Transfer SR-48 (7800 South and Holden Street) from 700 West to Redwood Road to Midvale and West Jordan Cities.

Adopt onto the state system (as SR-48) 7200/7000 South from 700 West to Redwood Road. SR-48 will then run concurrently with SR-68 from 7000 South to 7800 South.

I have attached a copy of the agreement outlining this exchange. I also have attached the letters of endorsement from Midvale and West Jordan. Hopefully this can be ready for the July Commission meeting. If you have any questions, call me at 975-4806.

Thanks for your help.

cc: Jim McMinimee
Linda Toy
Randy Park
John Njord



October 14, 1999

City of West Jordan
8000 South Redwood Road
West Jordan, Utah 84088
(801) 569-5000
Fax (801) 565-8978

Utah Department of Transportation
Region Two
Attn: Tracy Conti
2010 South 2760 West
Salt Lake City, Utah 84104-4592

Subject: Jordan River Boulevard

Dear Mr. Conti:

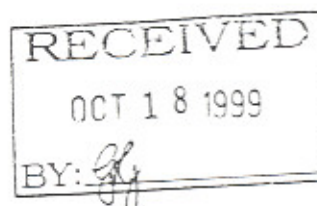
Now that the Jordan River Boulevard has been completed, West Jordan City is in agreement to exchange the ownership of 7800 South and Jordan River Boulevard. West Jordan City agrees to take over the maintenance of 7800 South from the Jordan River to Redwood Road. The City also agrees to turn over the ownership of Jordan River Boulevard (7000 South) to UDOT from the Jordan River to Redwood Road.

Please give me a call at 569-5071 if you have any questions.

Sincerely,

Carl Eriksson P.E.
Development Services Director

ce/LWC



10-25

Transfer
Portion of
S.D. 11

6-14-00



MIDVALE CITY

655 West Center Street
Midvale, Utah 84047
Phone (801) 567-7200
Fax (801) 567-0518

June 9, 2000

Traci Conti, P.E.
Region 2 Deputy Director
Utah Department of Transportation
2060 South 2400 West
Salt Lake City, Utah 84104-4295

Re: Jordan River Boulevard Project

Dear Traci,

I appreciated the opportunity we had to meet with you and Richey Taylor a few weeks ago and the help you have given us in solving some of our community's traffic problems.

As you requested, I looked at the terms of the Cooperative Agreement for the construction of the Jordan River Boulevard and in particular the road transfer clause. It is my understanding that this project has been completed and has been accepted by the project engineers.

Therefore in accordance with Section C.1 of the agreement, Midvale City hereby accepts the transfer of the portions of the road system as described. We will accept the responsibility for operation and maintenance of these roads effective June 15, 2000 unless otherwise notified by your department.

Please contact me if you have any further questions or concerns on this matter.

Sincerely,

Kane Loader
Public Works Director

COOPERATIVE AGREEMENT

FILE COPY

Between:

WEST JORDAN & MIDVALE CITIES

and

STATE OF UTAH, DEPARTMENT OF TRANSPORTATION

7200 SOUTH; 1590 WEST TO 700 WEST IN MIDVALE
DESIGN & CONSTRUCTION PROJECT STP-0048(11)12
(Intermodal Transportation Act Participation)

This agreement is made and entered into this 7th of August, 1997 by and between the Utah Department of Transportation, "DEPARTMENT", West Jordan City, "WEST JORDAN" and Midvale City, "MIDVALE". Together MIDVALE and WEST JORDAN are herein "CITIES".

WHEREAS, The DEPARTMENT and CITIES, agree that it is mutually beneficial to complete the design, advertise and construct 7200 South; 1590 West to 700 West as soon as possible.

WHEREAS, upon execution of this cooperative agreement "AGREEMENT" the previous agreement No. 90 1098 of 12 June 1989- "Jordan River Boulevard (7200-7000 South Street Improvements)" is terminated and replaced. This new AGREEMENT is pursuant to the CITIES recent approvals by the Wasatch Front Regional Council, Utah Transportation Commission and Federal Highway Administration, "FHWA" for additional funding for the project. Funding levels are presently within estimated costs to complete the project.

WHEREAS, the CITIES agree that any costs to date under the previous agreement remain charged to the project. These would be the total costs incurred to date: estimated at \$ 271,000 which includes the relocation of the Utah Power and Light Power poles at \$ 155,000.

WHEREAS, the project will be managed by the CITIES in accordance with the Federal Highway Administration Guidelines under the Intermodal Surface Transportation Act; and the DEPARTMENT's approved Federal Highway approved program.

WHEREAS, the CITIES through Federal participating project funds and matching funds agree to fund the engineering and construction phases of the project. The CITIES have chosen to use Horrocks Engineering "CONSULTANT" as the consultant Engineer to complete the Preconstruction Engineering Phase and Construction Engineering Phase of the project. See Attachment A for Consultant Engineering contract.

WHEREAS, the CONSULTANT will complete the final bid package at the direction of the CITIES to the DEPARTMENT's FHWA standards. The DEPARTMENT will approve the final bid package for advertising. The DEPARTMENT will assemble, advertise and award construction of the project.

WHEREAS, the DEPARTMENT cannot expend State funds unless approved by the Utah Transportation Commission. State funds have been provided under project SP-0048(3)12 for a portion of the work. No additional State funds can be approved without legislative approval.

WHEREAS, the DEPARTMENT's Policy for Construction Engineering on Local Government Projects provides that the DEPARTMENT does not perform preconstruction and construction engineering for local government projects, unless a hardship exists and substantial savings can be realized by using DEPARTMENT engineering services.

WHEREAS, the CITIES agree to pay all costs of the project, less the eligible amount reimbursed to the DEPARTMENT by the Federal Government and currently approved State funds.

WHEREAS the CITIES will provide all right of way using non participating funds for the project per the previous agreement No. 90 1098. The CITIES agree to meet Federal requirements for obtaining right of way contained in 23 CFR 710, 712, 713, and 720.

WHEREAS, DEPARTMENT cannot delegate responsibility, but can delegate authority to make the CITIES and CONSULTANT accountable to DEPARTMENT to meet DEPARTMENT's FHWA program criteria.

NOW, THEREFORE, the DEPARTMENT and the CITIES for and in consideration hereinafter agree as follows:

1. FINANCING OF PROJECT:

The total project costs are estimates including divided the construction phase and a preconstruction phase. This agreement is written for the completion of preconstruction and construction. The programmed project amount approved is \$ 6,314,000.00.

	% OF CONST	TOTAL COSTS	ISTEA FUNDS	STATE FUNDS	CITIES FUNDS
PRECONSTRUCTION		100.00%	76.99%	17.42%	5.59%
Expende DEPARTMENT Approvals, Review, Management & Advertising	2.170%	\$115,000	\$88,536	\$20,035	\$5,429
Remaining DEPARTMENT Approvals, Review Management & Advertising	0.183%	\$10,000	\$7,699	\$1,742	\$559
Remaining CONSULTANT Design Costs	0.944%	\$50,000	\$38,494	\$8,711	\$2,795
Remaining CITIES In-house Design Costs	0.091%	\$5,000	\$3,849	\$871	\$280
UTILITY RELOCATION					
Expende Utah Power & Light Costs	2.925%	\$155,000	\$119,331	\$27,003	\$8,665
CONSTRUCTION					
CONSTRUCTION	100.000%	\$5,299,000	\$4,079,586	\$923,171	\$296,244
DEPARTMENT Construction Project Management	0.755%	\$40,000	\$30,795	\$6,969	\$2,236
CITIES Construction Management	0.189%	\$10,000	\$7,699	\$1,742	\$559
Construction Engineering & Inspection	11.889%	\$630,000	\$485,023	\$109,756	\$35,221
Estimated Total		\$6,314,000	\$4,861,012	\$1,100,000	\$352,988

* Federal Participating Amount is \$5,214,000

ISTEA is providing 93.25% - \$4,861,012

CITIES Federal Matching is 6.77% - \$352,988

State Funds - \$1,100,000

- A. The CITIES have the right to add any special features or extend the project beyond the concept plans provided in the application and the design study report for the project as long as they provide the specific project funds to cover these features and obtain agreement from the DEPARTMENT.
- B. The CITIES will pay all of the non-participating costs or overrun costs above the capped amount including the DEPARTMENT's costs (both direct and indirect) for design reviews, approvals, construction, inspection, accounting and project management.
- C. The DEPARTMENT's policy for preconstruction engineering costs is for preconstruction engineering to not exceed 8% of construction costs. The CITIES and the CITIES' consultant will be required to show justification for exceeding 10% of the construction estimate.
- D. Federal participation in construction engineering costs is limited to 20 percent of the construction contract costs for local government projects. The DEPARTMENT's policy is for construction engineering to not exceed 10% of construction costs. The CITIES and the CITIES' consultant will be required to show justification for exceeding 10% of the construction estimate.
- E. Upon execution of this agreement, the CITIES will deposit the balance of the matching amount for the preconstruction phase estimated at \$ 10,063 for the remaining preconstruction phase. (total estimated cities matching above for preconstruction).
- F. Upon submission of the final plans for advertisement, the CITIES will deposit with the DEPARTMENT the balance of their non-participating amount, now estimated at \$352,988 (total estimated cities matching).
- G. The CITIES deposit will be made by a check made out to the Utah Department of Transportation, Project Number STP-0048(11)12 and mailed to the DEPARTMENT's Comptroller's Office. After this deposit and prior to advertisement, the DEPARTMENT will obligate the estimated \$ 4,861,012 of ISTEA funds and the \$1,100,000 of DEPARTMENT funds for the project.
- H. Invoices and Progress Reports. Pay requests for reimbursement of the CITIES in-house expenses will include the CITIES invoices, an approved pay request form accompanied by back up documentation in four copies. The CITIES must show costs meet three criteria for reimbursement:
- (1) It has to be of document able value.
 - (2) It has to be measurable.
 - (3) Can only be used on one reimbursable activity.

The CITIES understand they must maintain an auditable trail to the source.

- I. It is understood that any costs incurred to the date by the CITIES for design services cannot be reimbursed with participating funds.
- J. The CITIES will approve all of the consultant's progress reports and pay requests in accordance with Section 701 of the DEPARTMENT's, Manual of Instruction, Consultant Services. The CITIES will approve all of the contractor's progress reports and pay requests in accordance with the DEPARTMENT's, Construction Manual.
- K. Final Inspection and Acceptance. The DEPARTMENT Comptroller will provide the CITIES with a final invoice after final inspection and acceptance of the project by the FHWA. If the deposited amount shown above exceeds the CITIES share of the project, the DEPARTMENT will return the amount of overpayment. If the project costs overrun, the CITIES will pay all additional costs that are not now reimbursed by Federal Funds or programmed for completion of the work. The CITIES will reimburse the DEPARTMENT within 90 days after receiving the final invoice. Federal funds for future projects may be withheld until payment is made.

2. Responsibilities

A. The CITIES.

1. Acknowledge that the DEPARTMENT and the CITIES must follow FHWA regulations and the DEPARTMENT's approved FHWA program for Local Governments Projects. It is understood the CITIES may use part time and contract employees.
2. Acknowledge that the DEPARTMENT's policy is to delegate authority to the CITIES and the CITIES' CONSULTANT to follow the DEPARTMENT's approved program and the hold the CITIES accountable to the DEPARTMENT.
3. Agree all project matters within the scope of this AGREEMENT will be coordinated through the DEPARTMENT's Region 2, Local Governments Project Manager who will be a professional engineer, with a current license in Utah.
4. Support and enforce the terms and conditions of the CONSULTANT's Engineering Contracts.
5. Will appoint a qualified engineer, hereinafter referred to as the "RESIDENT", employed by the CITIES to be in responsible charge and direct control of the project at all times. The RESIDENT will exercise Level I control per the DEPARTMENT's Construction Manual. The RESIDENT will use the CITIES's staff and the CONSULTANT's engineering staff.
6. RESIDENT will insure the field books, diaries, estimates, and reports are current and approve in-house pay request, construction progress reports, construction contractor estimates and CONSULTANT's billings in accordance with the DEPARTMENT's Construction manual and Consultant Services manual.
7. Promptly review and approve all change orders needed to avoid contractor delays. Change orders must be approved by the DEPARTMENT's project manager for federal participation prior to beginning change order work. The CITIES' will be responsible for payment of change orders not pre-approved by the DEPARTMENT's project manager. The RESIDENT will be required to explain any project overruns and change orders. Change orders for work not within the the original scope of work will not be participating.

B. The DEPARTMENT

1. Delegates authority and makes the CITIES and CITIES consultant accountable to the DEPARTMENT and the DEPARTMENT's FHWA program criteria,
2. Reviews plans, assembles the bid package, advertises, and awards the project, with concurrence from the CITIES', using DEPARTMENT's required FHWA procedures
3. Provide project manager's for the project to serve as administrators of the agreement for the preconstruction and construction phases.
4. Charge accurate costs including overhead for the project.
5. Review and approve all change orders for participation expediently. In no case will approval of a change order increase the maximum participation amount cap nor expand the limits of the project..
6. Charge appropriate costs for project management, for preparation and award of the consultant's contracts.

C. Maintenance of roadways-

1. Upon completion and acceptance of the project, the DEPARTMENT will:
 - a. Add 7200 South to the State road system from I-15 to Redwood Road, and in exchange,
 - b. Remove the following portions SR 48 from the State Road System:
 - All of 700 West from 7200 South, southwards to the intersection of 700 West and Main Street in Midvale.
 - Holden Street, southwards from the intersection of 700 West and Main Street in Midvale to 7780 South.
 - 7780 South Street, westwards between Holden Street and the center of the Jordan River Bridge.
 - c. West Jordan will maintain:
 - 7800 South Street westwards from the center of the Jordan River Bridge to Redwood Road.
 - d. The DEPARTMENT will maintain:
 - 7200 South westwards from 700 West to Redwood.

2. INDEMNITY CLAUSE:

- A. The DEPARTMENT and the CITIES are both governmental entities under the Governmental Immunity Act, Title 63, Chapter 30, Utah Code Ann., (1953, as amended). Consistent with the term of this Act, it is mutually agreed that the DEPARTMENT and the CITIES are responsible and liable for their own wrongful or negligent acts which it commits or which are committed by its agents, officials, or employees. Neither party waives any defense otherwise available under the Government Immunity Act.
- B. As limited by the governmental Immunity Act, the CITIES and DEPARTMENT agree that each is responsible and liable for its own wrongful or negligent acts which it commits or which are committed by its agents, officials or employees.

3. ASSIGN ABILITY OF CONTRACT:

This Agreement is not to be assigned by the CITIES or the DEPARTMENT without written agreement

4. DEFAULT AND REMEDIES

It is understood and agreed by the parties that any defaulting party under this agreement shall reimburse the other party for all reasonable attorney's fees and legal expenses incurred by the non-defaulting party in enforcing any of its rights and remedies upon default by the other.

6. ENTIRE AGREEMENT:

This Agreement, together with attachments thereto, contain the entire Agreement between the parties and no statements, promises, or inducements made by a party shall be binding or valid unless in writing, and this Agreement may not be enlarged, modified, or altered, except in writing signed by the parties.

5. LAWS OF UTAH:

It is understood and agreed by the parties hereto that this Agreement shall be governed by the laws of the State of Utah both as to interpretation and performance.

6. NON FUNDING CLAUSE:

It is understood and agreed by the parties hereto that funds are currently programmed in the State Transportation Implementation Program (STIP) and these funds will be obligated at different stages of project development. The DEPARTMENT has no obligation for funding under this agreement beyond the funding date set forth in this agreement. The DEPARTMENT has no obligation should there be a reduction in federal funding. The DEPARTMENT may additionally recommend funds be moved to another project should the CITIES not be meeting the design schedule for obligating the funds by the federal fiscal year the funds are shown to be obligated in the STIP.

7. SEVERABILITY OF PROVISIONS:

If any provision of this Agreement is held invalid the remainder of this Agreement shall not be affected thereby if such remainder would then continue to conform to the terms and requirements of applicable law.

8. TERMINATION:

It is understood and agreed that this agreement can be terminated as follows:

- A. By mutual agreement of the parties in writing.
- B. Reasonable allowances will be made for circumstances beyond the control of the parties.
- C. Written notice of intent to terminate is required and will specify the reasons for termination.
- D. By satisfactory completion of the provisions of this agreement.
- E. By the DEPARTMENT, in the event the construction for which this Design Engineering or Construction Engineering is undertaken is not started by the third fiscal year which this agreement is executed.

11. DURATION:

This Agreement will commence on the day, month, and year first written above and will continue until the subject project is fully completed or terminated in accordance with the terms of this Agreement.

12. PROJECT APPLICATION:

Participating funds will only be eligible for those project concept plans in the application and approvals for funding.

IN WITNESS THEREOF, the parties hereto have caused these presents to be executed by their duly authorized officers as of the day, month, and year first above written.

UTAH DEPARTMENT OF TRANSPORTATION

By: [Signature]
James C. McMinimee, P.E.
Region 2, Director

UTAH DEPARTMENT OF TRANSPORTATION

By: [Signature]
Kim Schvaneveldt, P.E.
Project Development Engineer

UTAH DEPARTMENT OF TRANSPORTATION

By: [Signature]
Leland C. Spencer, P.E.
Region 2, Local Governments

UTAH STATE FINANCE:

By: [Signature]
Director

REPRESENTATIVE OF UTAH STATE
ATTORNEY GENERAL:

By: [Signature]
Asst. Attorney General
Approved as to form

WEST JORDAN CITY

By: [Signature]
Mayor



MIDVALE CITY

By: [Signature]
Mayor

WEST JORDAN CITY ATTORNEY

By: [Signature]
Gregory Curtis

MIDVALE CITY ATTORNEY

By: [Signature]
Martin J. Pezely

Attachments:

Attachment A: Consultant Contract with Horrocks Engineers, Inc.

Attachment B: Map for Maintenance Responsibilities

FILE: J: WPFILES\LOCALS\WJ_JRV COOPfinalWP

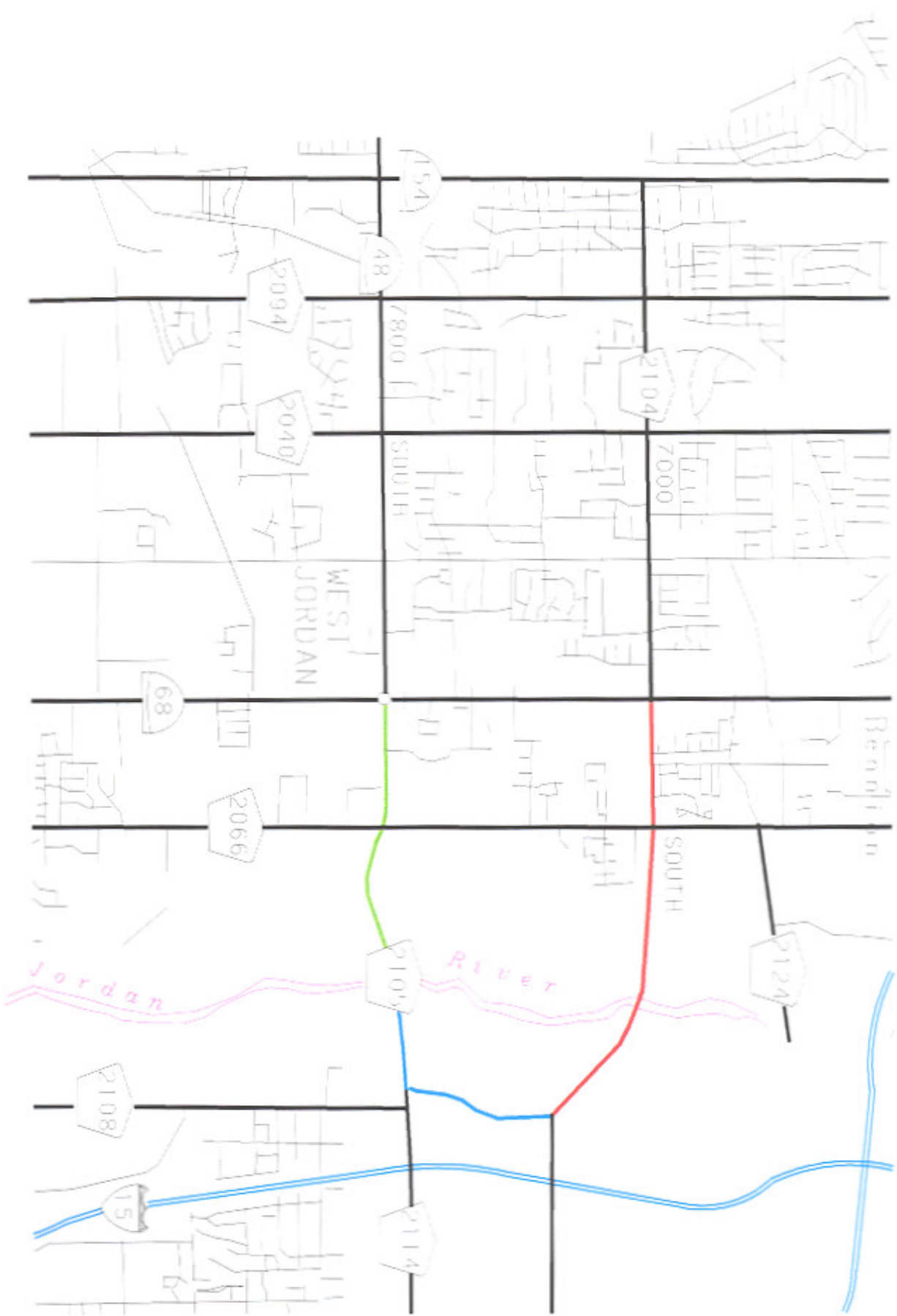


EXHIBIT " A "

- SR-48 to West Jordan
- SR-48 to Midvale
- Federal-aid 2104 to SR-48

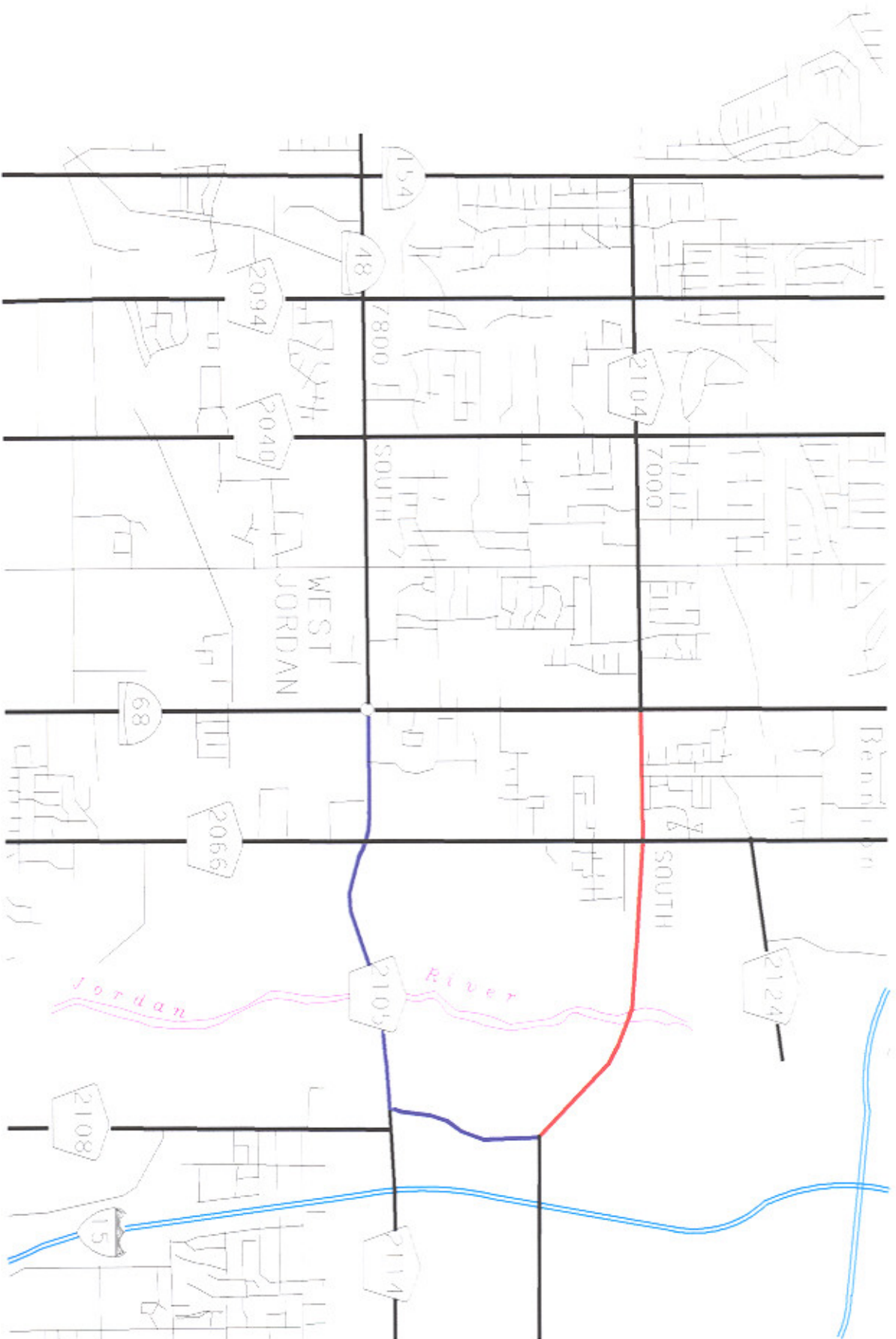


EXHIBIT " B "

Becomes Federal-aid route 2105



Delete portion Federal-aid route 2104

